

NEW YORK CADETS END EIGHT-MONTH SAIL IN SHIP-SHAPE

State Nautical Schoolship
Docks With 45 Young Tars
Jubilant Over Trip.

Wounded and tanned from exactly eight months of cruising on the New York State Nautical Schoolship Newport, the forty-five cadets of next year's graduating class berthed their grand old ship at the East Twenty-ninth Street recreation pier this afternoon and then made immediate inquiries about the prospects of having supper to-night with dad and mother.

"It was a grand trip and we were given a great time every place we stopped," seemed to be the main theme of their conversation. "But just figure a minute—Thanksgiving at Balboa, Christmas at sea just off Oahu and New Year's in a fog down the Atlantic Coast. Me for the old dining room up home as quick as they let us come."

The Newport should have been home months ago. She was on the last leg of her cruise to Honolulu and back, and was just about to pass through the Panama Canal Sept. 30, when a big slide blocked the channel. Three months later, just as Capt. P. S. McMurray was planning a short cruise in the Pacific, word came that there would be a chance of light draught vessels working through the tiny channel, which had been dredged in the mass of boulders and clay which blocked the big cut.

"We captured the boys that marked the channel on each side of us," said one of the cadets, "and there was only about six inches of

New York Nautical Cadets Back Home After Seeing World on Cruise of Eight Months

Above—Cadets of the New York State Nautical Schoolship Newport seeing San Francisco. Below—In sunny seas on the training ship.



SCENE ON TRAINING SHIP NEWPORT

water between our keel and the bottom, but we got through." The Harriman yacht, Sultana, which draws fifteen feet, two more than the Newport, grounded three times in following the Newport through. Big boulders overhung the deck, and with the prospect of another slide occurring at any moment,

the passage was fieldish enough to suit the most adventurous young mariner. "The boys brought the ship home in fine shape from Colon," said Capt. Murray, with a look of satisfaction. "You must remember this was their first cruise. The graduating class was sent up in October on another vessel.

These boys are a hardy outfit and there has been only one case of sickness aboard."

Dr. C. J. D'Antoni, the ship's surgeon, was called on to attend to broken toes, ankles and arms occasionally, the result of boxing and wrestling matches for the most part, but only one cadet, Francis McFadden, was really ill. He had appendicitis and was operated on at Auen, Panama, after which he came home by a different boat.

Most of the boys agreed that in all the 15,385 miles they traveled the most interesting stop was at Hilo, Hawaii, where they were taken up to see Mt. Kilauea, the largest active volcano on earth.

"That was on the Fourth of July," one of the boys recalled. "And, say, it was some fireworks! We got there after dark and the way that old lava was squirreling and steaming was something to see."

The young sailor liked the San Francisco Exposition, too, though it was so big they couldn't see it all, and they liked the one at San Diego better, because they were able to do it justice.

"BULLY" ENTERTAINMENT OFFERED AT HONOLULU.

The Outrigger Club at Honolulu showed us a bully time," recounted one of the youngest cadets. "They turned over their surf boards and surf boats to us at Waikiki Beach and we had a circus. I was under my surf board more than I was on top of it, but the outriggers were great."

"We were third in the basket ball league in the Canal Zone," the coxswain of the dinghy took care to inform the reporter. "We could practice one day and play the next—play against boatmakers and radio men and all kinds of big guys. We were in pretty good shape from the hard work on the ship."

William Bagley, Secretary of the New York Nautical School, was on the pier to meet the ship and deliver the welcome Christmas pay checks to the officers and crew. He stated that fifty-seven new cadets had been selected to form the new class and that they would go into winter quarters on the ship with the boys who arrived to-day just as soon as the present class returned from a three weeks' vacation. Study rooms are being equipped on the pier and the boys will eat and sleep aboard the training ship.

This cruise has convinced Capt. McMurray that the Newport has become inadequate for her purpose.

TOO MANY HANDSHIPS FOR YOUNG SAILORS.

"We have no cold storage system," he said, "and our fresh water supply is far too limited. Conditions at sea are not so hard now as they used to be, and these boys are made to undergo hardships on this ship that they are not likely to encounter later. That is unnecessary."

"At San Francisco we saw a Japanese training ship that made this one look insignificant. The demand for American seamen has increased so greatly that we have far more applicants than we can handle, and we should have a larger, more modern vessel."

Capt. McMurray himself is a graduate of the Nautical School, and so is the navigator, Thomas W. Sheridan. The other officers of the Newport are Executive Officer C. E. Littlefield and Junior Officer F. W. Nichols, another graduate. The Engineer Officer is Commander C. H. Mathews, U. S. N.

FORD EXPEDITION WINS PLEA TO MAKE GERMAN TRIP

(Continued from First Page.)

able to travel through a belligerent country, even though its journey is under special guard with the members of the party almost as prisoners, is regarded in Europe as the most picturesque feature that this unique project has developed. For the days the managers of the party were perplexed as to how they could reach The Hague, which previously had been selected as the party's ultimate goal. The United States Government had refused to extend the passports of the delegates so as to enable them to travel through Germany, although an appeal had been made to Minister Morris at Stockholm and to Minister Egan at Copenhagen to this end. Definite word came from Washington, however, it is declared, that the peace party must be kept out of warring countries, as its presence in them might entail complications.

That seemed to make passage through Germany out of the question. Accordingly, arrangements were made to charter a steamer to Holland, but this was thought to be objectionable on account of war conditions in the North Sea. Finally Gaston, Plaintiff, Mr. Ford's representative, went to the German Minister and Consul in Copenhagen, offering to pay \$50,000 for a special train on the German Railroads. After negotiations with Berlin in which the nature of the peace expedition was explained, and it being made clear that the members of the party did not desire to remain on German soil, the Consul announced

that the request had been granted, provided the peacekeepers subject themselves to the strictest military law. It is understood that the railroad refused to accept any part of the trip in addition to the regular charge in such cases.

FORD READY TO AGAIN STRIKE FOR PEACE; AWAITS HIS CHANCE.

Henry Ford is still in the peace business. Whether or not the peace pilgrimage accomplishes any net result, he stated to-day that he is ready to strike again in the cause of peace in Europe as soon as a plausible plan is offered. Mr. Ford said he had no plan at present for summing the boys out of the trenches.

At the Waldorf to-day Mr. Ford faced a galling surfeit of queries in his peace mission to Europe, from which he returned yesterday aboard the steamer Bergensford. He looked not at all crestfallen over his failure to stop the European war.

"I don't consider the trip of the peace delegates or pilgrims from this country a failure at all," he said. "Please note that. We can't tell yet what the influence of the trip will be. I have just been informed that the Kaiser has given permission to the peace delegates to pass through Germany to The Hague. That sounds good. It may mean a triumph. Then again it may mean nothing."

"I found out this much in my trip—namely, that all the belligerents are so sick of this war that they hardly know what to do. Yes, and the kings

and rulers are sick of it, too. The rulers led the people in chaos and the rulers themselves were led."

"I don't know who led the rulers, but I am inclined to shift the blame from the shoulders of officials. I am to blame for the shoulders of the people. I mean the masses of all the countries. If the people had expressed themselves as they should have done there would have been no war. The people neglected to use their own power."

"They have elected officials that are unfit for office, and these officials have led the people into war. I discovered since I left New York on this peace journey that the public officials are the weakest in the whole bunch."

"What public officials?" Mr. Ford was asked.

"All public officials in Europe and this country."

"How high do you go in your indictment of officials?" was the next query.

"Go as high as you like. I except no one in my statement. I hope that this will at least be a lesson to the voters to pick the right Government officials for the right jobs. I am to blame for this war as much as anybody else. I have neglected to vote, and as long as a man does neglect to vote he cannot kick on what happens in the conduct of the Government. The United States might have done much to avert this war, not now, not just before it broke out, but years ago. We might have set a wise example."

"I talked to many men of the neutral countries we visited, and heard everywhere that no matter how the war came out, socialism and communism would be given a tremendous impetus after the war, especially in Germany. This means that the people will take the reins of Government into their own hands in Europe more than they have ever done in the past."

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Hitherto \$20 and \$25
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If you had a snapshot of all the approved styles which have come upon the stage of fashion this Winter, there is hardly a type you would miss from this assortment of desirable, luxuriously warm, well-tailored coats now reduced to \$12.75. There is an earnest intention to make this Clearance Sale as decisively new in its values as the original assortments were.

Fashion without extravagance is the foundation stone of this business, and the comparisons are just as favorable here during the clearance period as at the season's opening.

Included in the reductions at \$12.75 are broadcloths, corduroys, pebble chevils, mixtures and fur fabrics, in long, medium and short styles—models originally selected with close attention to their correctness.

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